

COTTAM & Co.  
S.S. "Formosa"  
ANDERSON'S  
WATERPROOF CLOAKS,  
CHRISTY'S TWEED CAPS,  
COLLARS  
(ALL SIZES AND SHAPES),  
TRAVELLING TRUNKS,  
8c., 5c., 6c.

# The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 431 日三廿月七年二十二緒光

MONDAY, AUGUST 31, 1896.

一拜禮 號一廿月八年八港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE MERCANTILE BANK OF  
INDIA, LIMITED.

AUTHORISED CAPITAL .....£1,000,000  
SUBSCRIBED .....£1,000,000  
PAID-UP .....£600,000

BANKERS:  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT  
ACCOUNTS at the Rate of 2 per cent.  
per annum on the Daily Balance.

ON FIXED DEPOSITS:—  
For 12 Months .....4 per cent.  
" 6 " .....3 1/2 " "  
" 3 " .....3 " "

J. W. R. TAYLOR,  
Manager, Hongkong.

Hongkong, 7th July, 1895.

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital .....£1,000,000  
Subscribed Capital .....£500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—  
D. Gillies, Esq., Chairman,  
H. Stoller, Esq.,  
Chan Kiu Shan, Esq.,  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.  
Hongkong, 23rd October, 1895.

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP .....£800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS .....£800,000  
RESERVE FUND .....£350,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.  
" 6 " .....3 1/2 " "  
" 3 " .....3 " "

T. H. WHITEHEAD,  
Manager, Hongkong.

Hongkong, 16th September, 1895.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL .....£10,000,000  
RESERVE FUND .....£6,000,000  
RESERVE LIABILITY OF PROPRIETORS .....£10,000,000

COURT OF DIRECTORS:—  
A. McCONACHIE, Esq., Chairman,  
St. C. MICHAELSEN, Esq., Deputy Chairman,  
Hon. J. J. Bell-Irving, Esq.,  
G. R. Dodwell, Esq.,  
M. D. Ezekiel, Esq.,  
R. M. Gray, Esq.,  
N. A. Siebs, Esq.,  
CHIEF MANAGER:  
HONGKONG: T. JACKSON, Esq.,  
SHANGHAI: J. P. WADE GARDNER, Esq.,  
LONDON BANKERS: LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG: INTEREST ALLOWED  
On Current Account at the rate of a per cent.  
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:  
For 3 months, 3 1/2 per cent. per annum.  
For 6 months, 3 1/2 per cent. per annum.  
For 12 months, 4 per cent. per annum.

T. JACKSON,  
Chief Manager.

Hongkong, 15th August, 1895.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 PER  
CENT. per annum.  
Depositors may transfer at their option  
balances of £100 or more to the HONGKONG AND  
SHANGHAI BANKING CORPORATION, or to any  
DEPOSIT at 4 PER CENT. per annum.  
For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.

Hongkong, 1st August, 1895.

Notice of Firms.

NOTICE.  
WE have this day OPENED a BRANCH  
of our FIRM in YOKOHAMA for  
Business in RAW AND WASTE SILK, &c.,  
and have Authorized Mr. H. BENT to Sign  
per Procuration.

HERBERT BENT & Co.  
Canton, 15th August, 1896.

NOTICE.  
I HAVE this day commenced Business as a  
GENERAL COMMISSION AGENT.

W. SHEWAN.  
Hongkong, 20th July, 1896.

## Insurances.

THE  
STANDARD LIFE ASSURANCE  
COMPANY

has long taken the lead in SIMPLIFYING the  
CONDITIONS and LIBERALISING the  
CONTRACT OF LIFE ASSURANCE, thereby  
giving greatly increased Security to the Holders  
of the Company's Policies.

For full Particulars and Rates,  
Apply to

DODWELL, CARLILL & Co.,  
Agents,  
Hongkong, and March, 1896.

EMPEROR ASSURANCE CORPORATION,  
LIMITED.

FIRE AND MARINE.

WE have this day been appointed  
AGENTS, and are prepared to accept  
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,  
Hongkong, 16th April, 1896.

THE MANCHESTER FIRE ASSURANCE  
COMPANY.

ESTABLISHED A.D. 1884.

CAPITAL .....£1,000,000  
TOTAL FUNDS AND SECURITY .....£2,480,053  
NET ANNUAL FIRE PREMIUM .....£757,478

HAVING been appointed AGENTS of the  
above Company we are prepared to  
accept EUROPEAN and CHINESE RISKS  
at CURRENT RATES.

HOLLIDAY, WISE & Co.,  
Agents,  
Hongkong, 2nd January, 1896.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.,  
Hongkong, 28th May, 1895.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED).

CAPITAL, TAELS 600,000 .....\$533,333.33  
EQUAL TO .....\$1,000,000  
RESERVE FUND .....\$318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq., LO YUEK MOON, Esq.,  
LOU TSO SHUN, Esq.,  
MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken  
at CURRENT RATES to all parts of the  
World.

HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 19th December, 1894.

NOTICE.

THE MAN ON INSURANCE COMPANY,  
LIMITED.

CAPITAL SUBSCRIBED .....£1,000,000

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

CHAU TSEUNG FAT,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.  
Hongkong, 20th May, 1894.

## Intimations.

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are  
requested to send to a STATEMENT of  
BUSINESS CONTRIBUTED during the  
Half-year ended 30th June, 1896, on or before  
the 15th September, on which date the Accounts  
will be CLOSED.

By Order of the Board of Directors,  
THOS. J. ROSE,  
Secretary.

Hongkong, 25th August, 1896.

GENERAL DRAPERY.

WANTED A RELIABLE ASSISTANT as  
GENERAL SALESMAN to a RETAIL  
DRAPERY STORE.

Apply by Letter, stating Experience, &c., to  
W. POWELL & Co.,  
Hongkong, 16th August, 1896.

PETER DAWSON'S SCOTCH WHISKY.

PERFECTION. SPECIAL.  
EXTRA SPECIAL.

Apply to H. H. KIRCH & Co.,  
Sole Agents,  
Hongkong, 1st May, 1896.

## Intimations.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	Yawa	P. W. Case	About 4th Sept.	Freight of Passage, (Passing through the Inland Sea.)
LONDON	Perseus	R. A. Peters	About 4th Sept.	Freight of Passage.
SHANGHAI	Realla		About 5th Sept.	Freight of Passage, (See Special Advertisement.)
LONDON, &c.	Rosetta	F. N. Tiliard	Noon, 10th Sept.	Freight of Passage, (Passing through the Inland Sea.)
JAPAN	Verona	C. H. S. Zecua, R.N.R.	Noon, 11th Sept.	Freight of Passage, (Passing through the Inland Sea.)
LONDON	Shanghai	J. Cowie, R.N.R.	About 16th Sept.	Freight of Passage.

For Further Particulars, apply to  
H. A. RITCHIE, Superintendent,  
Hongkong, 29th August, 1896.

MEALS

## AQUARIUS

A SPARKLING MINERAL TABLE WATER.

MANUFACTURED FROM  
PURE TREBLE DISTILLED WATER.

"The latest thing in Mineral Waters that we have happened upon is  
nothing but good to say of it."—MAN OF THE WORLD.

CALDBECK, MACGREGOR & Co.,  
GENERAL MANAGERS,  
THE AQUARIUS COMPANY.

15, Queen's Road,  
Hongkong, 25th August, 1896.

## MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS,  
"AQUARIUS," HONGKONG,  
A. B. C. Code.

TELEPHONE,  
No. 35.  
THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN  
QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.  
ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in  
PRIVATE DINING-ROOMS.

For further Particulars apply to  
THE MANAGER,  
MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 1896.

## THE "BUGLE" BRAND.

BASS PALE ALE,  
GUINNESS' EXTRA STOUT,

BOTTLED BY  
M. B. FOSTER & SONS, LTD.

The Largest Shippers of BEER in the World.  
L. C. & Co. are now introducing to the Market two brands of first class Whisky,  
which they advise all consumers to try.

THE N. B. WHISKY.

This is a Splendid Blend, mellow and smooth,  
10 YEARS OLD—Price per Dozen, \$12.

LONG JOHN WHISKY.

The "Dew of Ben Nevis"  
from the Far Famed Distillery at Fort William,  
5 YEARS OLD—Price per Dozen, \$14.

LANE, CRAWFORD & CO.  
Hongkong, 17th August, 1896.

## THE CLUB HOTEL.

5, BUND, YOKOHAMA.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Club Hotel under the Super-  
vision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.  
Experienced English matron in attendance.

The Hotel steamer-launch with European Agent attends arrivals and departures; every  
assistance given in clearing luggage and affording information. Passengers are met at the  
Railway Station.

VISITORS have the option of dining either in TOKYO or YOKOHAMA, without extra  
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER  
on the Premises.

Certified Guides are in attendance at both Hotels.  
THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.  
E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO.

## HOTEL METROPOLE.

1, TSUKUBA, TOKYO.

## Intimations.

BELL'S ASBESTOS EASTERN  
AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

THE ONLY GOLD MEDAL AWARDED TO THE ASBESTOS TRADE WAS OBTAINED  
BY BELL'S ASBESTOS CO.

THE HIGHEST GRADE PACKINGS AND JOINTINGS KEPT IN STOCK.

ENGINE AND CYLINDER OILS ABSOLUTELY UNBEATABLE  
IN QUALITY AND PRICE.

ASBESTOS IN EVERY FORM FOR FILTERS, CHEMICAL PUMPS, &c.

J. W. JACKSON,  
Manager.

## UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,  
FOR THE  
UNITED ASBESTOS COMPANY, LIMITED, LONDON,

PIONEERS OF THE ASBESTOS TRADE.  
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign  
Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF  
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.  
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty  
for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints,  
Manhole and Machine Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-  
boat and Transport in H.M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.  
IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.  
SUPERINTENDENT: THOS. SKINNER.  
DODWELL, CARLILL & Co.,  
General Agents.

## BLACKBERRY BRANDY.

A DELICIOUS RICH LIQUEUR.

TRADE MARK. PER BOTTLE, \$2.50. HALF-BOTTLE, \$1.25.  
HONG KONG: YUEN W. D.  
TELEPHONE, No. 135.

## ORANGE GIN.

PER BOTTLE, 75 CENTS.

## GANDE PRICE & CO.,

WINE AND SPIRIT MERCHANTS,  
No. 12, QUEEN'S ROAD CENTRAL.

## FOR SALE.

## G. H. MUMM & Co's CHAMPAGNE.

In cases of 6 doz. plants .....\$35 per case.  
do " " quarts .....\$35 " "  
SHEWAN & Co.,  
Agents.

## EXPLOSION IMPOSSIBLE.

## IASTRAM'S PATENT GOLDEN MEDAL

## PETROLEUM ENGINES

OF 2 TO 12 H.P.  
FOR FACTORIES AND LAUNCHES.  
WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.  
A Working Stationary Engine and a Launch with a 4 H.P.

Engines will be shown and full particulars be given on application.

SCHIELE & CO., HONGKONG,  
SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

## W. POWELL & CO.

## NEW LACES.

## NEW MILLINERY.

## NEW RIBBONS.

## W. BREWER & CO.

JUST LANDED—NEW STOCK.

BOOTS and SHOES. TOURIST WRITING CASES.  
POCKET BOOKS. CARD CASES, &c.  
TENNIS RACQUETS. TENNIS SHOES.  
TENNIS BALLS. CRICKET, BATS, BALLS, STUMPS, &c., &c.  
NAVY CUT TOBACCO. ENCHANTRESS EGYPTIAN CIGARETTES.



# Today's Advertisements.

## GOVERNMENT NOTIFICATION. No. 313.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on  
**MONDAY,**  
the 7th day of September, 1896, at 4 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 7th day of September, 1896, at 4 P.M., by Order of His Excellency the Governor, of Nine Lots of CROWN LAND, at Tai Kok Tui, Kowloon, in the Colony of Hongkong, for a term of 75 Years.

### PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in Acres.	Annual Rent.	Upset Price.
1	No. 721	Tai Kok Tui, Kowloon.	50 50 15 15	750	2	120
2	" 722	"	50 50 15 15	750	6	90
3	" 723	"	50 50 15 15	750	9	140
4	" 724	"	50 50 15 15	750	6	90
5	" 725	"	50 50 15 15	750	7	120
6	" 726	"	50 50 15 15	750	4	65
7	" 727	"	50 50 15 15	750	4	65
8	" 728	"	50 50 15 15	750	4	65
9	" 729	"	50 50 15 15	750	4	65

## NORTHERN PACIFIC STEAMSHIP COMPANY.

### NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"  
FROM TACOMA, VICTORIA, YOKOHAMA,  
KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARILL & Co.,  
Agents.  
Hongkong, 31st August, 1896. [1370]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "JARDINE,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 2nd September will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 31st August, 1896. [1370]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship "THALES,"

Captain Douglas, will be despatched for the above Ports on WEDNESDAY, the 2nd Sept., at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 31st August, 1896. [1368]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship "YUENSANG,"

Captain W. Waddell, will be despatched as above on WEDNESDAY, the 2nd September, at 5 P.M.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 31st August, 1896. [1369]

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLE, HAVRE AND HAMBURG.

THE Company's Steamship "ELLEN RICKMERS,"

Captain Struck, will be despatched as above on WEDNESDAY, the 2nd September.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 31st August, 1896. [1278]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship "MEMNON,"

Captain Rens, will be despatched on FRIDAY, the 4th September, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st August, 1896. [1371]

# Today's Advertisements.

## CHINA NAVIGATION COMPANY, LIMITED.

### FOR SHANGHAI.

THE Company's Steamship "PAKHOI,"  
Captain Stott, will be despatched as above TO-MORROW, the 1st September, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st August, 1896. [1360]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship "ZAFIRO,"

Captain Cobban, will be despatched for the above Port TO-MORROW, the 1st September, at 3 P.M.

For Freight or Passage, apply to SHYWAN, TOMES & Co., General Managers.

Hongkong, 31st August, 1896. [1364]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship "SUISANG,"

Captain Galsworthy, will be despatched as above on SATURDAY, the 5th September, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 31st August, 1896. [1372]

DAKIN, CRICKSHANK & COMPANY, LIMITED.

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 31st Aug. 1896. [1370]

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emplies when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER.

SODA WATER.

LEMONADE.

POTASH WATER.

LITHIA WATER.

SARSAPARILLA WATER.

TONIC WATER.

GINGER ALE.

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 4th July, 1896. [1371]

# DEATH.

At Chefoo, on the 24th of August, JAMES PRICE, late master of the China Navigation Co.'s steamer *Shanghai*, after a short illness.

## The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 31, 1896.

## REUTER'S MESSAGES.

TURKEY.

LONDON, August 28th.  
The Armenians who recently seized the Ottoman Bank in Constantinople in negotiating with Sir Edgar Vincent (the Governor of the Bank) from the windows declared that the object of the seizure was to make a demonstration against the Powers for deserting Armenia. They stipulated for safe conducts, and to be allowed to retain their revolvers. These conditions were granted.

During the occupation of the Bank the Mussulmans massacred numbers of innocent Armenians in the streets.

LI HUNG-CHANG.

Li Hung-chang has arrived at New York and met with a grand reception.

## QUARANTINE AT NAGASAKI.

NAGASAKI, August 22nd.

Although Hongkong has now been declared a "clean port," vessels arriving here from Hongkong are still subjected to a very close inspection at the Megami Quarantine Station. Several complaints have been received as to the length of time they are detained there. When the plague was at its height in Hongkong it was seldom that a ship arriving thence was detained for inspection for more than one hour, but now much longer is taken. Recently the *Shanghai* was kept waiting there for two hours, the *Tanaka* for three, and other vessels for similarly lengthy times. This causes much serious inconvenience and should be remedied as soon as possible. —Nagasaki Express.

## LOCAL AND GENERAL.

LI HUNG-CHANG is expected to return to Tientsin about the 10th October.

SCHOOL duties will be resumed at Baillies Public School to-morrow morning.

THE British gunboat *Peacock* left Tongku (Tientsin) for Chefoo on the 21st inst.

A MEETING of shareholders in the Balmoral Gold Mining Company will be held at noon to-morrow.

No time has yet been fixed for the execution of Lai Mei, the ruffian who shot a Hongkong detective a few weeks ago.

THE Royal Engineers' Variety Club will give another of their popular variety entertainments in their bazaar theatre, Wellington Barracks, to-morrow, commencing at 8 p.m.

FOLLOWING the lead of Hongkong, Shanghai, and other Chambers of Commerce the Tientsin Chamber has recorded its protest against the heavy increase of telegraph rates recently sprung upon the commercial communities of the East by the all-powerful Telegraph Companies.

FROM Peking we hear that Sir Robert Hart will issue instructions requiring shipments of treasure to be passed through and examined by the Customs, as the only possible means of stopping the shipment of counterfeit coin to foreign countries, notably to the Philippines and Netherlands Indies.

THE first Japanese stamps, commemorative of the recent war, that passed through the Japanese post on the morning of the 1st instant, are said to be worth 5¢ each in Tokyo to-day. It should be explained, perhaps, that the various batches of letters collected and brought into the post-office at the appointed hours on any day are distinguished, as they pass through the post-office, by the syllables of the *Kana* in due order. Thus the post-mark of the first batch bears the syllable "I" in addition to the date; that of the second batch the syllable "ro," and so forth. How many letters constituted the first batch on the morning of August 21st we do not know, but it is to the stamps on these letters that a fictitious value is now said to attach. Could anything be more extravagant? An ordinarily clever mechanic could forge a die suited, in all respects, to put the much cherished mark on a million stamps, if necessary. And even supposing the mark to have been genuinely stamped by some sleepy clerk in a dingy post-office, how does it add one iota to the value of the stamp? Talk of collecting rabbits and pigs, this stamp mania is far away beyond any of those wild caprices. —Yapian Mail.

A NOVEL DECIMAL CURRENCY.—The average glib of decimal coinage is content to abuse our present system, extol France, and have done with the matter for the time being. But now and then a serious student brings constructive ability to bear on the question. Mr. Gottalany, M.A., is one of these. He has compiled a scheme of English decimal coinage animated with the very breath of originality, which, if adopted, will for a time tie up every bookkeeper in the country. By the new plan, ordinary accounts are to be kept in Francs and Mites, small accounts in Francs and Mills, and large accounts in Imperials, Francs, and Mites. And what are Mites and Mills? Well, in a farthing, or Quaid, as Mr. Gottalany re-names it, there are 25 Mites and 25 Mills. In a halfpenny, or Son, there are 5 Mites and 50 Mills. In a penny, or Aco, there are 10 Mites and 100 Mills. This disposes of the copper coins. The silver coins include the Quarter Franc, or Dolt, the Half Franc, or Great, and the Franc, or Denat, which represents 100 Mites or 1,000 Mills. Other coins are the Quince, the New Florin, the Dollar, the Royal or Jack, the New Guinea, and the Half Imperial or Lion, which is worth 10 Dollars, or 100 Greats, or 5,000 Mites, or 50,000 Mills. Under this new system, to be a Millionaire would be very simple. —Globe.

# A MATCH factory is in course of erection at Nankin.

One of the promoters is, according to the *Mercury*, at present in Shanghai inviting subscriptions.

YESTERDAY the manager of the merry-go-round packed up his ponies and traps and took them on board the *Zefiro*, with which vessel he proceeds to Manila, where he hopes to do a tall business.

ARRANGEMENTS are being made to tow to Singapore the American ship *Lillian L. Robbins*, which put into Saigon disabled in December last, after encountering a severe typhoon. She has been lying at Cape St James ever since and is now to be towed to Singapore for repairs.

DR. KENNER, an American missionary who recently returned to America from China, where he laboured for many years in Foochow, confirms the opinions expressed by many other missionaries, that a political upheaval in China is probable at no distant date. He is reported to have said:—Since the war the Chinese have been attending missions in large numbers, and he is of the opinion that one of the results of the defeat of the Chinese by the Japanese will be to open China to Western civilisation. The masses will seek for greater freedom, and in Dr. Kenner's opinion, the authorities will endeavour to suppress the rising popular tide, with the result that a reign of anarchy will ensue and the present reigning dynasty be overthrown.

If the information that has reached San Francisco from Honolulu is to be relied on, there can be no doubt but that Count Matsui, ex-Minister for Foreign Affairs, in visiting the capital of the Sandwich Islands recently killed two birds with one stone—he obtained a much-needed change of air and scored a point in diplomacy. At least that is what may be assumed from the tenor of the following *Frederic Press* despatch as published by the *Tacoma Ledger* on the 29th ultimo:—Count Matsui, ex-Foreign Minister of Japan, is a recent arrival. It was given out that he came here for the benefit of his health, but from reliable sources it is learned that he came here to obtain full recognition of the alleged rights of Japanese immigrants in these islands. Under the existing treaty the Japanese claim the right to vote, but the franchise has not been conceded them by the Hawaiian Government. Advice from Japan state that a collision is imminent with Hawaii and the departure of the ex-Minister for Honolulu was not to recoup his health so much as to restore the old friendly relations.

TAKING into consideration the fact that the pushing youth who styles himself "the hustler" until he turned up here the other day was completely unknown, that he is going round the world trusting entirely to his wits and his ability to work and pay for nothing, and that the programme advertised was by no means the most attractive ever presented to the public of Hongkong, the audience that assembled in the Theatre Royal last Saturday to witness the hustler's "show" was a good deal larger and in much better humour (with one noteworthy exception) than might have been reasonably anticipated.

The stranger promised a variety entertainment, and so it was—something quite out of the ordinary, quite variety-like. Mr. Nat Rockswold (the Hongkong Kontaki) and Messrs Payne, Lang, Pinching, Newman, and C. T. Robinson were all good in their various roles and succeeded in amusing the audience fairly well. Mr. Lang being especially happy in his "Whiskers Grew," for which he received a richly deserved treble encore. The "star of the evening" was of course "the Hustler" and when he came before the footlights to tell us how he was hustling round the world and how he started out from New York in January last with a newspaper suit on he was listened to eagerly. He was perfectly candid, said he set out to encircle the globe without paying for anything and that if he performed his task within 18 months his backers, Mr. Richd. K. Fox, Proprietor of the *New York Police Gazette*, will win a bet of \$5,000. Later on he took off dialects in an amusing manner, but when he came forward with those huge test of his and tried to sing something about a baby, he sent a goodly number of people into fits of laughter because it was quite too utterly untruthful—too much of a variety, quite out-of-the-ordinary sort of thing altogether. The "hustler" can't sing, and if he is wise he won't try it any more. The audience was, however, in a very good humour, apparently admired his cheek, and evidently sympathised with him when a great big man got up and told him he was more imaginative than truthful, or words to that effect. From a financial point of view the hustler's show seems to have panned out fairly well. He left here this afternoon for Kobe, bent on hustling through Japan and China, after which he steers for India, Africa, Italy, Germany, and the United Kingdom of Great Britain and Ireland.

## MEMORANDA.

TO-MORROW, 1st September.

French mail due.

Baillies Public School re-opens.

Noon.—Meeting of shareholders of the Balmoral Gold Mining Co., Ltd., at the Company's office, No. 1, Duddell Street.

Noon.—Victoria Rotarion re-opens.

8 p.m.—Entertainment at Wellington Barracks.

9 p.m.—Meeting of Zealand Lodge.

WEDNESDAY, 2nd September.

11 a.m.—Outward French Mail closes.

Noon.—Meeting of Messrs. H. G. Brown & Co.

Noon.—Yarra leaves for Europe.

Noon.—*Empress of India* leaves for Vancouver, via usual ports of call.

THURSDAY, 3rd September.

Daylight.—China leaves for San Francisco, via usual ports of call.

FRIDAY, 4th September.

V. R. C. Aquatic Sports.

SATURDAY, 5th September.

American mail due.

V. R. C. Aquatic Sports.

# THUS the Nagasaki Express of the 22nd ultimo.

The steamer *Porro* has now been handed over to her new owners, the Mitsui Bishi Company, while the *Wing Hong* and *Bonington* are now flying the Japanese flag. The *Tai Yek I*, we understand, to be transferred to the Osaka Shosen Kaisha in a day or two.

SECRETARY HERBERT has reversed the finding of the naval court-martial against Paymaster Webster, of the *Yorktown*, accused of having retained a bond for \$2,500 exacted from his pay clerk, Tobin, after having dismissed him. The Secretary of the Navy gives Webster the benefit of the doubt, on evidence that the \$2,500 in question was a loan from Tobin to Webster. At the same time he denounces Webster's action as disgraceful.

It is satisfactory to learn that the Government have decided to rid the colony of a set of social parasites who have too long been allowed to earn a comfortable livelihood here. We refer to loafers who are professional fortune-tellers and who prey upon the prejudices and ignorance of their countrymen, chiefly women folk. Eleven of these "cheats" are to be deported on Saturday. They are a low and vicious class who do no good and are, no doubt, a source of danger to the community.

NEWS was received at Shanghai a few days ago of the death from dysentery, at Chefoo, of Captain J. Price, late of the *Shanghai*. Captain Price was left in Chefoo on the *Shanghai's* last trip from Tientsin, the ship returning to Shanghai in charge of the chief officer. The deceased Captain leaves a widow and two children, for whom great sympathy is felt by all who know them. Mrs. Price is one of three sisters, resident in Shanghai, all of whom have been widowed within the last year. —N.C. Daily News.

THUS the *Calcutta Asian* ancient the recent sensational duel at Shanghai:—There has been a real live duel in Shanghai. Two German officers had a quarrel at the table of a Chinese gentleman, whose guests they were, and blood had to flow. But, as is usual in such cases, very little blood actually did flow, and when one of the duellists was slightly wounded in the hand and the other pricked in the arm, after they had been slashing at each other in the backyard of a house, "honour was satisfied," and some one paid for drinks all round.

In accordance with instructions from the Nagasaki Viceroy, the *Tai Yek I*, the *Tai Yek I*, has taken steps to find out in Shanghai the total number of mills and factories wherein foreign machinery is used for manufacturing goods; all details as to ownership, or management, whether foreign or Chinese, with the nature of the establishments, are among the particulars wanted by Liu. This action is probably taken in connection with the attempt that the Chinese Government is contemplating of levying 10 per cent. *ad valorem* duty on articles manufactured in China.

A MR. ROY has been convicted, at Lahore, of causing grievous hurt to his *dhobie*, thereby causing his death under circumstances reported in these columns. The jury brought in a unanimous verdict of guilty of grievous hurt, with a recommendation to mercy in consideration of the prisoner's family. Mr. Justice Reid, of the Lahore Chief Court, passed sentence of two years and ten months rigorous imprisonment, remarking that the assault was most brutal and unprovoked. During the three days the trial lasted the Court was crowded, great interest being taken in the case by both Europeans and natives.

WE read in the *Tacoma Ledger* that on the 25th ultimo a distinguished party of Japanese was visiting Portland, the primary object of their visit being to select a suitable terminus to the proposed new line of steamships to ply between Japan and Pacific coast ports. One of the party was Mr. Solobiro Asano of Tokio, President of the Oriental Steamship Company. The party was entertained at luncheon on the 25th ultimo by the Commercial Club. Mr. Ogawa, the interpreter, on behalf of Mr. Asano, said:—"We have visited Seattle and Tacoma and will go to San Francisco and possibly to San Diego, after which we will be able to decide which port on this coast will be selected as the Pacific terminus of the steamship company. Regarding the volume of trade in this country, Mr. Asano desires to say that he feels assured Portland will be the best place for the terminus of the steamship line." He also added that he had little fear but that Portland will be the place chosen as the terminus of his line of steamers.

THE 9th Lancers, who were recently ordered to Natal, will probably go to India in the 1897-98 relief season.

THE returns of the number of visitors to the City Hall Museum for the week ended August 30th are:—Europeans, 215; Chinese, 1,939; total 2,154.

SIR AUCLAND COLVIN will become Chairman of the Rothchild Syndicate for leasing the Burma State Railways. The probable capital of the Company is eight millions sterling. We understand the Company will concentrate their energies in the first place on the construction of the Mandalay-Kunlong line, which is already well in hand. It remains to be seen whether the project for the Hekong Valley line, linking Upper Burma with Assam, will come to the front or be held over for a few years.—*Rangoon Gazette*.

## HONGKONG RIFLE ASSOCIATION.

Four members only competed for the Short Range Cup and Spoon, shot for on Saturday afternoon over the 200 and 300 yards distances. Private Wilson, R.B., won the Cup outright with the fair score of 61, and the Spoon for the highest net aggregate also fell to this good marksman.

Appended are the full scores:—



destroyed. All the riverside bungalows have been flooded and damaged in their lower portions. A great many boats and native houses in the city were carried away by the torrents. A large number of people were rendered homeless. At Dinoh, over one-third of the village was completely swept away. The gale also wrecked, and four to five hundred people are temporarily homeless. The surrounding villages have also suffered greatly, some being quite isolated for days.

It is understood that, according to the first preliminary report, the main allegations made against the transport arrangements of the R.M.S. *Chien* during a recent voyage to England have been found to be very considerably exaggerated.

**BOMBAY, August 19th.**  
The Bombay-Perian Steam Navigation Company's *Mohitark*, with forty-eight deck passengers, is ten days overdue from here to Aden. It is feared that an accident to her machinery has left her drifting.

No information has yet been obtained as to the fate of the *Mohitark*. The agent of the Persian Steam Navigation Company wired to the agents at Aden and Muscat to make inquiries about the vessel and proposed to send a *Commodore* vessel to search for her. The captain of the *Abdul Kader*, which reached Aden on Tuesday, sent a telegram yesterday, to the effect that it is considered of doubtful use to send a Government vessel in search of the *Mohitark*, since her position is unknown.

**LATER.**  
Syed Abdullah, the Muscat agent of the Bombay-Perian Steam Navigation Company, wires from Kuriaha:—"The steamer *Mohitark* arrived at Muscat on the 21st inst. and was taking in 300 tons of coal for her voyage. The call at Muscat was not part of the vessel's voyage, as she must have been already driven out of her course by stress of weather."

**MADRAS, August 17th.**  
During the last month 710 ounces of gold from 1,350 tons of ore were produced at the Ceramand gold mine, against 620 ounces in June and 580 in May.

The following are the returns of the Kolar mines during July—Mysore, West, 453 ozs. of gold from 1,350 tons; Mysore, 7,021 ozs. from 5,454 tons; also 1,107 ozs. from 4,310 tons tall. The total production of the Kolar mines during the month of July was 8,281 ozs. of gold, against 7,500 ozs. in June and 7,021 ozs. in May. The total production of the Kolar mines during the last three months of the year was 24,000 ozs. of gold, against 23,000 ozs. in 1895 and 22,000 ozs. in 1894.

At the yearly meeting of the Bank of Bombay this afternoon a dividend of 10 per cent. per annum was declared, together with a bonus of one per cent. and two lakhs of rupees to be paid to the shareholders. The dividend is to be paid on 15th September. The bonus is to be paid on 15th October. The dividend is to be paid on 15th November. The bonus is to be paid on 15th December.

The directors of the Bank of Bombay, stated that during the past decade the bank earned no less than Rs. 1,40,00,000, or 140 per cent. on its paid-up capital, giving an average of fourteen per cent. per annum. The record year was in 1888-89, when the bank rate averaged 7½ per cent. He believed, however, that the days of abnormally dear money had disappeared, never to return, and that the tendency would be towards moderate rates.

He believed this because the change in the direction of the cotton export trade to the Far East in place of Europe, and the large and increasing consumption by the mills, tended greatly to alter the character of the Bombay money market. Mr. Cotton justified the action of the directors in proposing a further addition to the reserve fund, and said that a uniform dividend of 10 per cent. with bonus when the year's working justified it, would be much more satisfactory than a fluctuating dividend and consequent fluctuations in the price of the shares.

He also expressed the opinion that a transfer of the Government Savings Bank business to the Post Office was not likely to encourage thrift amongst the poorer classes.

**August 10th.**  
Disquieting rumours are now current to the effect that a leading Khoja merchant of this city, now on his way to Mecca, is said to have left behind him heavy liabilities. A considerable amount of trust money for charitable Mahomedan institutions was deposited with him, and this fact has caused great anxiety and apprehension among the Khoja community. Two of the local banks have also advanced him money. One of the banks will be a loser to some extent, but the money advanced by the Bank of Bombay is said to be more than covered by valuable securities deposited with it. Some Mahomedans deposited with him all their money, and if the collapse of the merchant is unavoidable these people will be ruined.

**August 8th.**  
Her Majesty the Queen has consented to act as arbitrator in the border dispute between Chili and the Argentine Republic.

**LI HUNG-CHANG.**  
His Excellency Li Hung-chang, says the *Peking and Tientsin Times* of the 22nd inst., will leave England to-day for New York; he expects to sail from Vancouver on September 24th and to arrive September 28th at Yokohama, where the China Merchants' steamship *Kwantung* will be waiting to convey him direct to Tientsin. Should this programme be carried out, the General will be in the city with us on or before October 10th. He will find under water a large part of the province he governed so long, and the Peking in some places a mere streak of damp sand, in consequence of which the willows along the Bund will be hung with the harps of a sorrowful foreign community. The Viceroy Wang has been "reduced three steps," because he did not prevent the overflow of the Yellow River; the provincial treasury is impoverished, and the extensive relief must be prepared for the sufferers from the floods. All this is nothing new in China. Calamities are the natural heritage of misrule in this country, and one public misfortune succeeds another as the inevitable consequence of official blindness and neglect. Many of these calamities are preventable and the worst of them might be mitigated by taking the proverbial stitch in time. But poor old China "like a wounded snake drags its slow length along;" the body politic is stricken and has made no response even to the powerful stimulus of a disastrous war. It seems doubtful if there will be time to prevent the country from dropping to pieces before remedies can be obtained and forced down the protesting throat. Another great opportunity will present itself to H.E. Li on his return from the West. If he is restored to power, will he rise to the occasion and apply his new experience to the improvement of his country? Will he bravely execute his remaining energy to the Heretofore reformer of China? Will he call to his aid a class of men who will reverse old conditions and work for country first and pocket afterwards? Age and infirmities may weigh heavily upon the returning statesman, but he has yet much mental vigour and an unbroken spirit; if he has also the will and courage needed in China, above all places, by an active reformer, he may organize and start the forward movement, which may then be easily carried on by younger men. There are signs in Peking indicating the preparation of the latter call.

## INSUBORDINATION IN THE JAPANESE MERCANTILE MARINE.

OFFICERS AND ENGINEERS ASSAULTED.

Chief officers and second engineers in the employment of the Nippon Yusen Kaisha have anything but a pleasant life in these days, remarks the Yokohama *Advertiser*. The latest episode showing this applies to have occurred at Hakodate, where one day last week the second engineer of the *Nagoya-maru* was set upon by a number of firemen and very badly injured. Both arms, it is reported, being broken. It will be remembered that only a few days ago Mr. Young, second engineer, was assaulted and severely hurt by quartermasters of his ship, the *Tokai-maru*, at the same port. A *prophecy* of these matters, we may add, it was reported in the Settlement (Yokohama) yesterday (17th) that the charts of the *Saito-maru* had been mutilated and rendered useless by some one having a grudge against either the Company or the Captain. This, however, proves to be incorrect, though it appears that some such act took place on another ship of the Kaisha. The *Saito*'s people are sufficiently concerned at present in endeavouring to account for the disappearance of a box containing 2,000 yen in silver which cannot be found here. Whether this may be connected with the recent disturbance on board that ship, we shall not venture to say. It does not require that, however, to demonstrate that these and other acts of Japanese sailors and firemen entail upon the Company the necessity of adopting drastic measures. If their conduct is to retain the confidence of the public, and enjoy the popularity that formerly was theirs, such insubordination must be suppressed with a strong hand. We have often heard travellers laud the steamers—the accommodation and the cuisine on the Shanghai mail boats, which some have declared unsurpassed even on the best trans-Atlantic lines; but that was in antebellum days, and in many quarters we hear complaints of the way the ships are now run. We cannot doubt that improvements will result as the service, so completely disorganized by the war, is restored to working order. If, however, insurers must be satisfied that their lives and property are not likely to be endangered by lawless and malicious conduct on the part of the Company's servants. The divided authority that prevailed on board the transports is doubtless the chief cause of the insubordination that now prevails. The men then saw that the foreign captains and officers of the transports were practically divested of their usual powers, the real command being in the hands of naval officers, and it is hardly surprising that when the crews have been previously destroyed by the war, and it is a question whether it can ever be restored.

**LATER.**  
Syed Abdullah, the Muscat agent of the Bombay-Perian Steam Navigation Company, wires from Kuriaha:—"The steamer *Mohitark* arrived at Muscat on the 21st inst. and was taking in 300 tons of coal for her voyage. The call at Muscat was not part of the vessel's voyage, as she must have been already driven out of her course by stress of weather."

**MADRAS, August 17th.**  
During the last month 710 ounces of gold from 1,350 tons of ore were produced at the Ceramand gold mine, against 620 ounces in June and 580 in May.

The following are the returns of the Kolar mines during July—Mysore, West, 453 ozs. of gold from 1,350 tons; Mysore, 7,021 ozs. from 5,454 tons; also 1,107 ozs. from 4,310 tons tall. The total production of the Kolar mines during the month of July was 8,281 ozs. of gold, against 7,500 ozs. in June and 7,021 ozs. in May. The total production of the Kolar mines during the last three months of the year was 24,000 ozs. of gold, against 23,000 ozs. in 1895 and 22,000 ozs. in 1894.

At the yearly meeting of the Bank of Bombay this afternoon a dividend of 10 per cent. per annum was declared, together with a bonus of one per cent. and two lakhs of rupees to be paid to the shareholders. The dividend is to be paid on 15th September. The bonus is to be paid on 15th October. The dividend is to be paid on 15th November. The bonus is to be paid on 15th December.

The directors of the Bank of Bombay, stated that during the past decade the bank earned no less than Rs. 1,40,00,000, or 140 per cent. on its paid-up capital, giving an average of fourteen per cent. per annum. The record year was in 1888-89, when the bank rate averaged 7½ per cent. He believed, however, that the days of abnormally dear money had disappeared, never to return, and that the tendency would be towards moderate rates.

He believed this because the change in the direction of the cotton export trade to the Far East in place of Europe, and the large and increasing consumption by the mills, tended greatly to alter the character of the Bombay money market. Mr. Cotton justified the action of the directors in proposing a further addition to the reserve fund, and said that a uniform dividend of 10 per cent. with bonus when the year's working justified it, would be much more satisfactory than a fluctuating dividend and consequent fluctuations in the price of the shares.

He also expressed the opinion that a transfer of the Government Savings Bank business to the Post Office was not likely to encourage thrift amongst the poorer classes.

**August 10th.**  
Disquieting rumours are now current to the effect that a leading Khoja merchant of this city, now on his way to Mecca, is said to have left behind him heavy liabilities. A considerable amount of trust money for charitable Mahomedan institutions was deposited with him, and this fact has caused great anxiety and apprehension among the Khoja community. Two of the local banks have also advanced him money. One of the banks will be a loser to some extent, but the money advanced by the Bank of Bombay is said to be more than covered by valuable securities deposited with it. Some Mahomedans deposited with him all their money, and if the collapse of the merchant is unavoidable these people will be ruined.

**August 8th.**  
Her Majesty the Queen has consented to act as arbitrator in the border dispute between Chili and the Argentine Republic.

**LI HUNG-CHANG.**  
His Excellency Li Hung-chang, says the *Peking and Tientsin Times* of the 22nd inst., will leave England to-day for New York; he expects to sail from Vancouver on September 24th and to arrive September 28th at Yokohama, where the China Merchants' steamship *Kwantung* will be waiting to convey him direct to Tientsin. Should this programme be carried out, the General will be in the city with us on or before October 10th. He will find under water a large part of the province he governed so long, and the Peking in some places a mere streak of damp sand, in consequence of which the willows along the Bund will be hung with the harps of a sorrowful foreign community. The Viceroy Wang has been "reduced three steps," because he did not prevent the overflow of the Yellow River; the provincial treasury is impoverished, and the extensive relief must be prepared for the sufferers from the floods. All this is nothing new in China. Calamities are the natural heritage of misrule in this country, and one public misfortune succeeds another as the inevitable consequence of official blindness and neglect. Many of these calamities are preventable and the worst of them might be mitigated by taking the proverbial stitch in time. But poor old China "like a wounded snake drags its slow length along;" the body politic is stricken and has made no response even to the powerful stimulus of a disastrous war. It seems doubtful if there will be time to prevent the country from dropping to pieces before remedies can be obtained and forced down the protesting throat. Another great opportunity will present itself to H.E. Li on his return from the West. If he is restored to power, will he rise to the occasion and apply his new experience to the improvement of his country? Will he bravely execute his remaining energy to the Heretofore reformer of China? Will he call to his aid a class of men who will reverse old conditions and work for country first and pocket afterwards? Age and infirmities may weigh heavily upon the returning statesman, but he has yet much mental vigour and an unbroken spirit; if he has also the will and courage needed in China, above all places, by an active reformer, he may organize and start the forward movement, which may then be easily carried on by younger men. There are signs in Peking indicating the preparation of the latter call.

**August 10th.**  
Disquieting rumours are now current to the effect that a leading Khoja merchant of this city, now on his way to Mecca, is said to have left behind him heavy liabilities. A considerable amount of trust money for charitable Mahomedan institutions was deposited with him, and this fact has caused great anxiety and apprehension among the Khoja community. Two of the local banks have also advanced him money. One of the banks will be a loser to some extent, but the money advanced by the Bank of Bombay is said to be more than covered by valuable securities deposited with it. Some Mahomedans deposited with him all their money, and if the collapse of the merchant is unavoidable these people will be ruined.

**August 8th.**  
Her Majesty the Queen has consented to act as arbitrator in the border dispute between Chili and the Argentine Republic.

**LI HUNG-CHANG.**  
His Excellency Li Hung-chang, says the *Peking and Tientsin Times* of the 22nd inst., will leave England to-day for New York; he expects to sail from Vancouver on September 24th and to arrive September 28th at Yokohama, where the China Merchants' steamship *Kwantung* will be waiting to convey him direct to Tientsin. Should this programme be carried out, the General will be in the city with us on or before October 10th. He will find under water a large part of the province he governed so long, and the Peking in some places a mere streak of damp sand, in consequence of which the willows along the Bund will be hung with the harps of a sorrowful foreign community. The Viceroy Wang has been "reduced three steps," because he did not prevent the overflow of the Yellow River; the provincial treasury is impoverished, and the extensive relief must be prepared for the sufferers from the floods. All this is nothing new in China. Calamities are the natural heritage of misrule in this country, and one public misfortune succeeds another as the inevitable consequence of official blindness and neglect. Many of these calamities are preventable and the worst of them might be mitigated by taking the proverbial stitch in time. But poor old China "like a wounded snake drags its slow length along;" the body politic is stricken and has made no response even to the powerful stimulus of a disastrous war. It seems doubtful if there will be time to prevent the country from dropping to pieces before remedies can be obtained and forced down the protesting throat. Another great opportunity will present itself to H.E. Li on his return from the West. If he is restored to power, will he rise to the occasion and apply his new experience to the improvement of his country? Will he bravely execute his remaining energy to the Heretofore reformer of China? Will he call to his aid a class of men who will reverse old conditions and work for country first and pocket afterwards? Age and infirmities may weigh heavily upon the returning statesman, but he has yet much mental vigour and an unbroken spirit; if he has also the will and courage needed in China, above all places, by an active reformer, he may organize and start the forward movement, which may then be easily carried on by younger men. There are signs in Peking indicating the preparation of the latter call.

**August 10th.**  
Disquieting rumours are now current to the effect that a leading Khoja merchant of this city, now on his way to Mecca, is said to have left behind him heavy liabilities. A considerable amount of trust money for charitable Mahomedan institutions was deposited with him, and this fact has caused great anxiety and apprehension among the Khoja community. Two of the local banks have also advanced him money. One of the banks will be a loser to some extent, but the money advanced by the Bank of Bombay is said to be more than covered by valuable securities deposited with it. Some Mahomedans deposited with him all their money, and if the collapse of the merchant is unavoidable these people will be ruined.

**August 8th.**  
Her Majesty the Queen has consented to act as arbitrator in the border dispute between Chili and the Argentine Republic.

**LI HUNG-CHANG.**  
His Excellency Li Hung-chang, says the *Peking and Tientsin Times* of the 22nd inst., will leave England to-day for New York; he expects to sail from Vancouver on September 24th and to arrive September 28th at Yokohama, where the China Merchants' steamship *Kwantung* will be waiting to convey him direct to Tientsin. Should this programme be carried out, the General will be in the city with us on or before October 10th. He will find under water a large part of the province he governed so long, and the Peking in some places a mere streak of damp sand, in consequence of which the willows along the Bund will be hung with the harps of a sorrowful foreign community. The Viceroy Wang has been "reduced three steps," because he did not prevent the overflow of the Yellow River; the provincial treasury is impoverished, and the extensive relief must be prepared for the sufferers from the floods. All this is nothing new in China. Calamities are the natural heritage of misrule in this country, and one public misfortune succeeds another as the inevitable consequence of official blindness and neglect. Many of these calamities are preventable and the worst of them might be mitigated by taking the proverbial stitch in time. But poor old China "like a wounded snake drags its slow length along;" the body politic is stricken and has made no response even to the powerful stimulus of a disastrous war. It seems doubtful if there will be time to prevent the country from dropping to pieces before remedies can be obtained and forced down the protesting throat. Another great opportunity will present itself to H.E. Li on his return from the West. If he is restored to power, will he rise to the occasion and apply his new experience to the improvement of his country? Will he bravely execute his remaining energy to the Heretofore reformer of China? Will he call to his aid a class of men who will reverse old conditions and work for country first and pocket afterwards? Age and infirmities may weigh heavily upon the returning statesman, but he has yet much mental vigour and an unbroken spirit; if he has also the will and courage needed in China, above all places, by an active reformer, he may organize and start the forward movement, which may then be easily carried on by younger men. There are signs in Peking indicating the preparation of the latter call.

**August 10th.**  
Disquieting rumours are now current to the effect that a leading Khoja merchant of this city, now on his way to Mecca, is said to have left behind him heavy liabilities. A considerable amount of trust money for charitable Mahomedan institutions was deposited with him, and this fact has caused great anxiety and apprehension among the Khoja community. Two of the local banks have also advanced him money. One of the banks will be a loser to some extent, but the money advanced by the Bank of Bombay is said to be more than covered by valuable securities deposited with it. Some Mahomedans deposited with him all their money, and if the collapse of the merchant is unavoidable these people will be ruined.

**August 8th.**  
Her Majesty the Queen has consented to act as arbitrator in the border dispute between Chili and the Argentine Republic.

**LI HUNG-CHANG.**  
His Excellency Li Hung-chang, says the *Peking and Tientsin Times* of the 22nd inst., will leave England to-day for New York; he expects to sail from Vancouver on September 24th and to arrive September 28th at Yokohama, where the China Merchants' steamship *Kwantung* will be waiting to convey him direct to Tientsin. Should this programme be carried out, the General will be in the city with us on or before October 10th. He will find under water a large part of the province he governed so long, and the Peking in some places a mere streak of damp sand, in consequence of which the willows along the Bund will be hung with the harps of a sorrowful foreign community. The Viceroy Wang has been "reduced three steps," because he did not prevent the overflow of the Yellow River; the provincial treasury is impoverished, and the extensive relief must be prepared for the sufferers from the floods. All this is nothing new in China. Calamities are the natural heritage of misrule in this country, and one public misfortune succeeds another as the inevitable consequence of official blindness and neglect. Many of these calamities are preventable and the worst of them might be mitigated by taking the proverbial stitch in time. But poor old China "like a wounded snake drags its slow length along;" the body politic is stricken and has made no response even to the powerful stimulus of a disastrous war. It seems doubtful if there will be time to prevent the country from dropping to pieces before remedies can be obtained and forced down the protesting throat. Another great opportunity will present itself to H.E. Li on his return from the West. If he is restored to power, will he rise to the occasion and apply his new experience to the improvement of his country? Will he bravely execute his remaining energy to the Heretofore reformer of China? Will he call to his aid a class of men who will reverse old conditions and work for country first and pocket afterwards? Age and infirmities may weigh heavily upon the returning statesman, but he has yet much mental vigour and an unbroken spirit; if he has also the will and courage needed in China, above all places, by an active reformer, he may organize and start the forward movement, which may then be easily carried on by younger men. There are signs in Peking indicating the preparation of the latter call.

**August 10th.**  
Disquieting rumours are now current to the effect that a leading Khoja merchant of this city, now on his way to Mecca, is said to have left behind him heavy liabilities. A considerable amount of trust money for charitable Mahomedan institutions was deposited with him, and this fact has caused great anxiety and apprehension among the Khoja community. Two of the local banks have also advanced him money. One of the banks will be a loser to some extent, but the money advanced by the Bank of Bombay is said to be more than covered by valuable securities deposited with it. Some Mahomedans deposited with him all their money, and if the collapse of the merchant is unavoidable these people will be ruined.

**August 8th.**  
Her Majesty the Queen has consented to act as arbitrator in the border dispute between Chili and the Argentine Republic.

**LI HUNG-CHANG.**  
His Excellency Li Hung-chang, says the *Peking and Tientsin Times* of the 22nd inst., will leave England to-day for New York; he expects to sail from Vancouver on September 24th and to arrive September 28th at Yokohama, where the China Merchants' steamship *Kwantung* will be waiting to convey him direct to Tientsin. Should this programme be carried out, the General will be in the city with us on or before October 10th. He will find under water a large part of the province he governed so long, and the Peking in some places a mere streak of damp sand, in consequence of which the willows along the Bund will be hung with the harps of a sorrowful foreign community. The Viceroy Wang has been "reduced three steps," because he did not prevent the overflow of the Yellow River; the provincial treasury is impoverished, and the extensive relief must be prepared for the sufferers from the floods. All this is nothing new in China. Calamities are the natural heritage of misrule in this country, and one public misfortune succeeds another as the inevitable consequence of official blindness and neglect. Many of these calamities are preventable and the worst of them might be mitigated by taking the proverbial stitch in time. But poor old China "like a wounded snake drags its slow length along;" the body politic is stricken and has made no response even to the powerful stimulus of a disastrous war. It seems doubtful if there will be time to prevent the country from dropping to pieces before remedies can be obtained and forced down the protesting throat. Another great opportunity will present itself to H.E. Li on his return from the West. If he is restored to power, will he rise to the occasion and apply his new experience to the improvement of his country? Will he bravely execute his remaining energy to the Heretofore reformer of China? Will he call to his aid a class of men who will reverse old conditions and work for country first and pocket afterwards? Age and infirmities may weigh heavily upon the returning statesman, but he has yet much mental vigour and an unbroken spirit; if he has also the will and courage needed in China, above all places, by an active reformer, he may organize and start the forward movement, which may then be easily carried on by younger men. There are signs in Peking indicating the preparation of the latter call.

**August 10th.**  
Disquieting rumours are now current to the effect that a leading Khoja merchant of this city, now on his way to Mecca, is said to have left behind him heavy liabilities. A considerable amount of trust money for charitable Mahomedan institutions was deposited with him, and this fact has caused great anxiety and apprehension among the Khoja community. Two of the local banks have also advanced him money. One of the banks will be a loser to some extent, but the money advanced by the Bank of Bombay is said to be more than covered by valuable securities deposited with it. Some Mahomedans deposited with him all their money, and if the collapse of the merchant is unavoidable these people will be ruined.

**August 8th.**  
Her Majesty the Queen has consented to act as arbitrator in the border dispute between Chili and the Argentine Republic.

**LI HUNG-CHANG.**  
His Excellency Li Hung-chang, says the *Peking and Tientsin Times* of the 22nd inst., will leave England to-day for New York; he expects to sail from Vancouver on September 24th and to arrive September 28th at Yokohama, where the China Merchants' steamship *Kwantung* will be waiting to convey him direct to Tientsin. Should this programme be carried out, the General will be in the city with us on or before October 10th. He will find under water a large part of the province he governed so long, and the Peking in some places a mere streak of damp sand, in consequence of which the willows along the Bund will be hung with the harps of a sorrowful foreign community. The Viceroy Wang has been "reduced three steps," because he did not prevent the overflow of the Yellow River; the provincial treasury is impoverished, and the extensive relief must be prepared for the sufferers from the floods. All this is nothing new in China. Calamities are the natural heritage of misrule in this country, and one public misfortune succeeds another as the inevitable consequence of official blindness and neglect. Many of these calamities are preventable and the worst of them might be mitigated by taking the proverbial stitch in time. But poor old China "like a wounded snake drags its slow length along;" the body politic is stricken and has made no response even to the powerful stimulus of a disastrous war. It seems doubtful if there will be time to prevent the country from dropping to pieces before remedies can be obtained and forced down the protesting throat. Another great opportunity will present itself to H.E. Li on his return from the West. If he is restored to power, will he rise to the occasion and apply his new experience to the improvement of his country? Will he bravely execute his remaining energy to the Heretofore reformer of China? Will he call to his aid a class of men who will reverse old conditions and work for country first and pocket afterwards? Age and infirmities may weigh heavily upon the returning statesman, but he has yet much mental vigour and an unbroken spirit; if he has also the will and courage needed in China, above all places, by an active reformer, he may organize and start the forward movement, which may then be easily carried on by younger men. There are signs in Peking indicating the preparation of the latter call.

religion. "Towards die many times before their deaths. The valiant never taste of death but once," said Caesar to his wife; to this thought the hands of the "hell heroes" with less pain than "baser men"; probably the same undaunted spirit which enables them to face him without quailing animates them to grip and wrestle with him with resolution. At any rate, the certain knowledge that this gallant ship's company did everything within the compass of man's skill and courage to save their vessel, and when they failed looked calmly at their fate and did not like brave men, will take away from their sorrowing relatives, friends, and countrymen the bitterest sting of sorrow. The German navy is still too young to have many traditions, all the more must it cherish the memory of events like those in Apia Harbour and the loss of the *Mitsi*. The fortitude and discipline there displayed give the best warranty that the service will not be found wanting in the day of trial. "Three cheers were given for the Emperor William; then all joined hands and sang a hymn; immediately afterwards the ship struck and broke in two." Bravo the German Navy! Bravissimo the gallant *Mitsi*. *N. C. Daily News*.

**FRENCH INDO-CHINA.**  
PLANTERS' ASSOCIATION.

The planters of Cochinchina have formed themselves into an Association to look after their interests. The recruiting of coolies happened to be one of the first subjects that engaged their attention. Two meetings were devoted to this matter, which resulted in the appointment of a committee to draw a labour enactment. The chief evil to be guarded against is the clogging of labourers; but the *Semestre Coloniale* points out that success in prevention depends on the co-operation of the Government. A Chinese planter asked to be admitted as member of the Association. But the managing committee refused the application on the ground that the rules of the Association bestow active membership on Europeans only.

**ANTI-CHINESE FEELING.**  
At Saigon, anti-Chinese feeling runs high among the French residents. Their resentment has been roused by the burning, down, recently, of a rice mill in that town, just started by a French firm to compete with Chinese millers. The destruction of the mill is ascribed to arson on the part of the Chinese. The latter are reproached, besides, with fraudulent bankruptcy, and with success in business, reached by trickery and swindling. The French law allows the Chinese a liberty which they continually abuse, so that the French residents call for special legislation to keep the Chinese within bounds. The burning of the rice mill rather than suspicion of incendiarism, but the latter cannot be legally brought home to the Chinese. Dislike to the Chinese also arises from their insatiable ways, which have favoured the spread of disease at Saigon, especially in the suburb of Cholou, where the Chinese congregate the most.

**GENERAL SOU.**  
During the time Li Hung-chang was visiting France, General Sou, the Chinese Commander in the neighbouring Chinese province, paid Tongkin a visit on the invitation of the Governor-General. The French authorities paid him every honour, and gave the General a hearty reception. M. de Rousselle received him cordially, and gave the General rich and handsome presents at Hanoi, the capital of Tongkin. General Sou warmly thanked the Governor-General for these gifts, and assured him that both France and Tongkin would ever have a claim on his good wishes and kindly offices. As Commander on the frontier, the General had done his best against the brigands, who insist the Tongkin borders and seek refuge from the French in China. The General had thus gained high reputation among the French in the Protectorate, when he arrived as a guest. But the General only accepted the Governor-General's invitation with the consent of the Chinese Foreign Office. General Sou left Hanoi, the chief town of Tongkin, on the 20th July, amid the roar of cannon and the strains of music (including that of the Chinese National Hymn), with the intention of making a tour in the provinces before returning to China. The General's visit is expected to result in still more cordial relations between the two authorities in Tongkin and the Chinese officials across the border.

**THE MOKO DISTRICT.**  
M. Mallet, one of the engineers of the Protectorate, has visited Laos to find out the mineral wealth of the territory ceded to France on the Upper Mekong. There, at Luang Prabang, the other day, the King of the State bearing that name was festively crowned. The father of the King owed his life to French intervention when threatened by Chinese brigands, and reigned till he died last December. When troubles arose with Siam, the old King at once took the French side. The new King, his successor, is said to be equally devoted to the French interest.

**MORE PROTECTION.**  
A French match factory at Hanoi, says the *Courrier d'Indochine*, has applied to the Government for protective duties against matches imported into the Protectorate from foreign countries. The Chamber of Commerce at Hanoi has also applied to the Government to raise the application. *Strait Times*.

**LATE TELEGRAMS.**  
(From Rangoon *Times*.)

**LONDON, August 17th.**  
The newspapers comment bitterly on the acquittal of Major Lochore, but all concur that further action in the matter is useless.

**BUTAWAY, August 17th.**  
Colonel Anderson reports that, on the 12th inst., his column carried Makoni's Kral at the point of the bayonet, after an hour-and-a-half's fighting. The enemy lost two hundred killed and many wounded. Captain Haynes and his men and two privates were killed and four English killed. This opens the road between Fort Salisbury and Umtali.

The eclipse of the sun was observed by clouds at the European and Japanese stations. Lord George Hamilton, replying to a question in the Commons, said he was in favour of an inquiry by a small number of impartial persons in London concerning contagious diseases in the army in India. The Indian troops, he said, have been sent to guard an important position at Tokar. Their health was good and every precaution had been taken to provide for their comfort.

**SIMLA, August 12th.**  
It is reported that the Indian troops will leave Egypt early in November, if no further trouble arises.

**ALLAHABAD, August 12th.**  
The *Pioneer's* London special correspondent wires as regards the third Test Match: "On a fine pitch England in the first innings scored 145, the only stand being made by Jackson with 45. At four o'clock Australia had lost six wickets for 85, the first wicket falling at 75."

**LONDON, August 13th.**  
The London correspondent of the *Pioneer* wires: "England won by 64 runs. In the second innings of England, Trumble took six wickets for 40 runs. The Australians going in for the last time lost six wickets for 11 runs. The *Mitchell* was the highest scorer on this side for 16. The English bowling after-

gather defeated the batsmen and was of a sensational character, Peal taking six wickets for 23 and Hearn for 19."

**LONDON, August 13th.**  
The Irish dynamiters, Daly, Devaney, Gallagher, and Whitehead, have been released owing to ill-health.

The House of Commons has appointed a Committee of Enquiry into the rules of the Chartered Company and the Jameson raid. The Committee will consist of fifteen members, including Mr. Henry Labouchere.

The mission organized by the Blackburn Chamber of Commerce to develop the cotton trade with China sails on the 22nd inst., via Vancouver, and will occupy three years.

**THE HONGKONG GOVERNMENT GAZETTE.**  
[Saturday, 29th August, 1896.]

**NOTIFICATIONS.**  
No. 336—Contains the revised Rules and Regulations made by the Hongkong and Kowloon Wharf and Godown Company, Ltd., pursuant to section 6 of Ordinance 18 of 1884 and as Amended of Hon. C. P. Carter, pursuant to section 13 of Ordinance 19 of 1884.

No. 337—Sets forth that on and after 1st October, 1896, postage on letters from Hongkong to Formosa and vice versa, will be at the rate of 10 cents per half ounce.

No. 338—Certifies that His Excellency the Governor has given his assent, in and on behalf of the Queen, to Ordinance No. 16 of 1896—amending and consolidating the law relating to the registration of Births and Deaths.

No. 339—Contains the minutes of the proceedings at a meeting of the Sanitary Board held on the 13th August, 1896.

No. 340—Informs owners of property that, as a general rule, no refund of rates will in future be granted on houses in "military occupation" unless payment shall have been made within the first month of the quarter.

No. 341—Confirms alterations made by the Assessor in the numbering of houses in Queen's Road East.

No. 342—Extract of meteorological observations made at the Hongkong Observatory during the month of July, 1896.

**IN BANKRUPTCY.**  
In re Kwo Po Shan, deceased, lately carrying on business as a cattle dealer and butcher at No. 78, First Street, under the firm name of Kam Hing and Tui Hing. Notice is given that a final dividend of 24 per cent. has been declared and is payable on application at the office of the Official Receiver, Mr. Arathorn Seth, on and after the 29th September, 1896.

The *Gazette* also contains the usual list of unclaimed telegrams lying in the Telegraph Co.'s office; the Post Office list of *post-restants*; correspondence, and list of letters, etc., for merchant vessels.

**SHIPPING AND MAIL NEWS.**  
**MAILS DUE:**  
French (*Natal*) to-morrow.  
American (*Blake*) 5th prox.  
Tacoma (*Victoria*) 11th prox.  
American (*Peru*) 13th prox.  
Canadian (*Empress of Japan*) 16th prox.



## Intimations.

## APPETISING COOKERY,

that great desideratum, is readily and economically attained by the use of

## BOVRIL

which is unequalled for imparting richness and delicacy of flavour to SOUPS, STEWS, HASHES, GRAVIES, ENTREES, &amp;c.

## A SAVOURY SANDWICH

Is made by spreading BOVRIL on Toast or Bread and Butter, forming a tasty bit far more nourishing and sustaining than any ordinary Sandwich. (40 lbs. of BEEF are used in making 1 lb. of BOVRIL EXTRACT.)

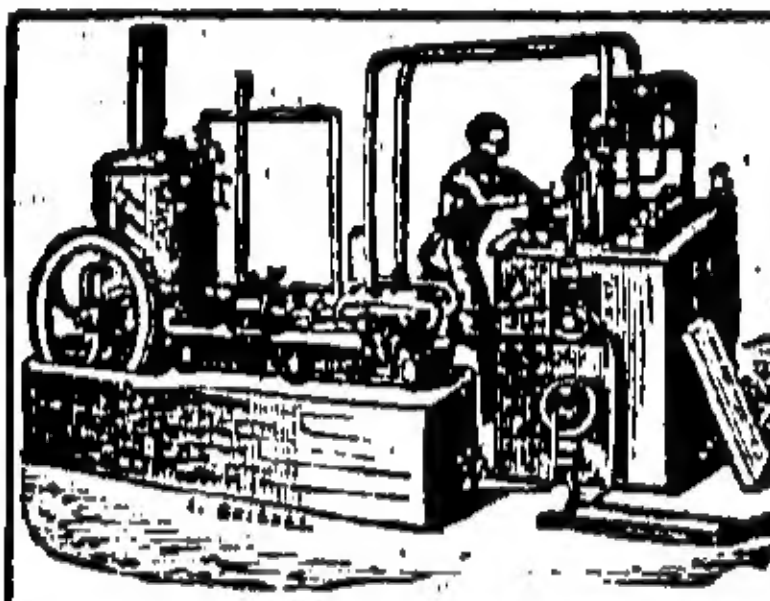
PRICES CONSIDERABLE REDUCED BY  
WATKINS & CO., Sole Agents.  
Hongkong, 28th August, 1896.EASTERN MICA  
WORKS.

AHEAD ALL THE TIME!

60 BOILERS AND 2 MILES OF STEAM PIPE COVERED IN 12 MONTHS

THE LOCAL INDUSTRY.  
HOLDSWORTH'S COMPOSITION  
IS THE BEST AND CHEAPEST IN THE MARKETRESULTS IN A SAVING OF AT LEAST TWENTY PER CENT. OF FUEL.  
IN TIERCES READY FOR USE, F.O.B. ONE TON COVERS 200 SQ. YD. FUEL.  
"X.G."—ASBESTOS COMPOSITION DRY IN CWT. BAGS.REFERENCES—  
Hongkong & Whampoa Dock Co.; Wai & Co.; Carmichael & Co.;  
Chee Woo & Co.; J. M. Customs; Douglas Steamship Co. and the C. P. R.  
For further Particulars, Prices, or Estimates, apply toC. HOLDSWORTH,  
EASTERN MICA WORKS,  
HONGKONG.

Hongkong, 10th August, 1896.

COMPAGNIE INDUSTRIELLE DES PROCÉDÉS  
RAOUL PICTET  
LIMITED. CAPITAL, £60,000.  
16, RUE DE GRAMMONT, PARIS.  
INDUSTRIAL ENGINES  
FOR THE PRODUCTION OF

## COLD AND ICE

Appl. to MESSRS. DODWELL, CARLILL & Co.  
Agents for MESSRS. P. OPPENHEIMER & Co., Paris.

## A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

## Scott's Emulsion

Is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT &amp; BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS &amp; Co., Hongkong.

## BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.

## NOTICE OF REMOVAL.

THE ROOMS OF THE BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION are now situated at No. 4, BLUE BUILDINGS, WANCHAI, and are READY for the use of MEMBERS.

WALTER CANDLER, Secretary.

Hongkong, 25th August, 1896.

CARBOLINEUM-AVENARIUS  
USED FOR 20 YEARS.  
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ant, Decay, Fungus Rot and Dampness.

Sole Agents for China, S. HEELE &amp; Co.

Hongkong, 15th May 1896.

LAND AND SEA MAY LIE BETWEEN YOU AND

## CHICAGO, U.S.A.

No matter where you live, we can deliver to you cheaper than you can buy anywhere else in the world. Clothing, Shoes, Dry Goods, Watches, Jewelry, Sewing Machines, Harness, Saddles, Hardware, Tools, Guns, Ammunition, Bicycles, Agricultural Implements, Vehicles of all kinds, Furniture, Pools on every subject. To introduce to you our immense facilities, we will send free of charge to you or any other foreign resident our "BUYERS' GUIDE," a 24 pound book, 700 pages, 13,000 illustrations, 40,000 descriptions—invaluable in ordering—and our "HAND BOOK FOR FOREIGN BUYERS" which gives all information necessary to put you in touch with our methods. Send us your address and we'll do the rest.

MONTGOMERY WARD & Co.,  
113 to 115 Michigan Ave. Chicago, U.S.A.

## TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much sickness on board ship. We are the only Water-Boat Company in Hongkong exclusively supplying FILTERED WATER.

Call Flag "W."

J. W. KEW & Co.,  
Steam Water-Boat Co.,  
15, Praya Central.

Hongkong, 7th October, 1896.

## Shipping.

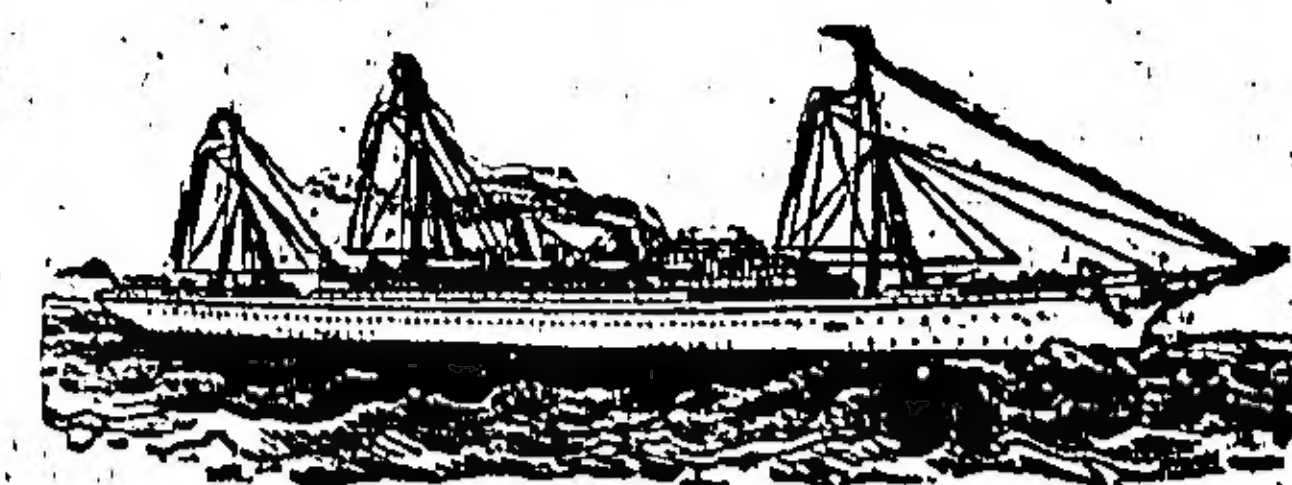
## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship"HAILONG."  
Captain Davis, will be despatched for the above Ports TO-MORROW, the 1st September, at Noon.  
For Freight or Passage, apply to DOUGLAS LAIR & Co., General Managers.  
Hongkong, 31st August, 1896.OCEAN STEAMSHIP COMPANY.  
FOR SANDAKAN AND KUDAT.  
THE Company's Steamship"MEMNON."  
Captain Reese, will be despatched on THURSDAY, the 3rd September, at 4 P.M.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 28th August, 1896."BEN" LINE OF STEAMERS.  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship"BENMOHR."  
Captain Le Bouillier, will be despatched as above on or about SATURDAY, the 5th Sept.  
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 28th August, 1896."MOGUL" LINE OF STEAMERS.  
FOR SHANGHAI, KOBE AND YOKOHAMA.  
THE Steamship"MOGUL."  
Captain Wright, will be despatched as above on or about SATURDAY, the 5th September.  
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, 28th August, 1896."BEN" LINE OF STEAMERS.  
FOR LONDON.  
THE Steamship"BENLARG."  
Captain Wallace, will be despatched as above on or about TUESDAY, the 8th September.  
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 28th August, 1896.OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship"TANTALUS."  
Captain Hannab, will be despatched as above on THURSDAY, the 10th September.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 28th August, 1896."GLEN" LINE OF STEAM PACKETS.  
FOR LONDON, VIA SUEZ CANAL.  
THE Steamship"GLENFRUIN."  
Captain Danks, R.N.R., will be despatched as above on or about THURSDAY, the 10th September.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, 28th August, 1896."SHIRE" LINE OF STEAMERS.  
FOR HAMBURG AND LONDON.  
THE Steamship"FLINTSHIRE."  
Captain Dwyer, will be despatched for the above Ports on or about the 18th September.  
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, 28th August, 1896."FLINTSHIRE" LINE OF STEAMERS.  
FOR HAMBURG AND LONDON.  
THE Steamship"FLINTSHIRE."  
Captain Dwyer, will be despatched for the above Ports on or about the 18th September.  
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, 28th August, 1896."FLINTSHIRE" LINE OF STEAMERS.  
FOR HAMBURG AND LONDON.  
THE Steamship"FLINTSHIRE."  
Captain Dwyer, will be despatched for the above Ports on or about the 18th September.  
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, 28th August, 1896."FLINTSHIRE" LINE OF STEAMERS.  
FOR HAMBURG AND LONDON.  
THE Steamship"FLINTSHIRE."  
Captain Dwyer, will be despatched for the above Ports on or about the 18th September.  
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, 28th August, 1896."FLINTSHIRE" LINE OF STEAMERS.  
FOR HAMBURG AND LONDON.  
THE Steamship"FLINTSHIRE."  
Captain Dwyer, will be despatched for the above Ports on or about the 18th September.  
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, 28th August, 1896."FLINTSHIRE" LINE OF STEAMERS.  
FOR HAMBURG AND LONDON.  
THE Steamship"FLINTSHIRE."  
Captain Dwyer, will be despatched for the above Ports on or about the 18th September.  
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, 28th August, 1896."FLINTSHIRE" LINE OF STEAMERS.  
FOR HAMBURG AND LONDON.  
THE Steamship"FLINTSHIRE."  
Captain Dwyer, will be despatched for the above Ports on or about the 18th September.  
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, 28th August, 1896."FLINTSHIRE" LINE OF STEAMERS.  
FOR HAMBURG AND LONDON.  
THE Steamship"FLINTSHIRE."  
Captain Dwyer, will be despatched for the above Ports on or about the 18th September.  
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, 28th August, 1896."FLINTSHIRE" LINE OF STEAMERS.  
FOR HAMBURG AND LONDON.  
THE Steamship"FLINTSHIRE."  
Captain Dwyer, will be despatched for the above Ports on or about the 18th September.  
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, 28th August, 1896."FLINTSHIRE" LINE OF STEAMERS.  
FOR HAMBURG AND LONDON.  
THE Steamship"FLINTSHIRE."  
Captain Dwyer, will be despatched for the above Ports on or about the 18th September.  
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, 28th August, 1896."FLINTSHIRE" LINE OF STEAMERS.  
FOR HAMBURG AND LONDON.  
THE Steamship"FLINTSHIRE."  
Captain Dwyer, will be despatched for the above Ports on or about the 18th September.  
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, 28th August, 1896."FLINTSHIRE" LINE OF STEAMERS.  
FOR HAMBURG AND LONDON.  
THE Steamship"FLINTSHIRE."  
Captain Dwyer, will be despatched for the above Ports on or about the 18th September.  
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, 28th August, 1896.

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 2nd September.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 30th September.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent,  
Piddar's Street.

Hongkong, 12th August, 1896.

OCCIDENTAL & ORIENTAL  
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE.THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Saturday, 12th Sept., at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Wednesday, 30th Sept., at Noon.

Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Saturday, 17th Oct., at Noon.

THE Company's Steamship

"BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 12th September, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 25th August, 1896.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.PRAYA CENTRAL HONGKONG.  
SOAP MANUFACTURERS.SOLE AGENTS FOR  
HARTMANN'S RAUPE'S GENUINE  
COMPOSITION RED HAND BRAND,  
HARTMANN'S GREY PAINT,  
DAMLER'S PATENT MOTOR LAUNCHES,  
&c.Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

Hongkong, 14th May, 1896.

## Mails.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN PORTS.

## THE Steamship

"ROSETTA."  
Captain F. N. Tullard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 10th September, at Noon, taking Passengers and Cargo for the above Ports. The steamer connects at Bombay with the S.S. Shamoon, leaving that Port on the 3rd Oct. for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 27th August, 1896.

NORTHERN PACIFIC  
STEAMSHIP AND RAILROAD  
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table, Doctor and Stewardess carried.HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.HONGKONG TO TACOMA \$225.  
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.PROPOSED SAILINGS FROM  
HONGKONG.  
(SUBJECT TO ALTERATION.)Tacoma ..... 4.45 | Sunday ..... 1st Sept. 19.  
Victoria ..... 3.10 | Monday ..... 1st Sept. 21.  
Olympia ..... 3.08 | Friday ..... 1st Oct. 5.  
Braman ..... 3.01 | Tuesday ..... 1st Oct. 27.  
Tacoma ..... 2.40 | Friday ..... 1st Nov. 13.

## THE U. S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 3rd September, 1896, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines and their facilities.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, via Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the same day.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 19th August, 1896.

## NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.OLY'S  
FLUID  
THE BEST  
DISINFECTANT.AVOID ALL RISK OF OUTBREAK BY  
ITS USE.W. G. HUMPHREYS & Co.,  
Bank Buildings,  
Hongkong, 27th March, 1896.

Shipping Orders will be granted till Noon on SATURDAY, the 12th Sept. Cargo and Specie will be received on board until 5 P.M. on MONDAY, the 14th Sept. and Parcels will be received at the Agency's Office until Noon on MONDAY, the 14th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2 to and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 16th August, 1896.

Printed and Published by CHESNEY  
DUNCAN at No. 5, Praya Central, in the  
"Telegraph" Building.